

PEERLESS DEFENDER.

(Continued from First Page.)

as they moved up the shore. A small contingent accompanied Vigilant. Valkyrie stood off the east and without any effort seemed to be holding Vigilant as the fleet moved northward, although Vigilant still carried her spinnaker.

Experts say that Defender might have beaten Vigilant fully ten minutes over the course. She lost time at the turning stake in taking two hitches to get around when she could have done it in one, they say, for Vigilant accomplished it.

On the windward leg she did a good deal of luffing which seemed to be unnecessary.

FAIRLY FLEW DOWN WIND.

The Racers Set All Their Kites for the Run with Free Sheet.

(Special to The Evening World.)

FAR ROCKAWAY, Aug. 30.—Defender rounded the outer mark ahead after a beat of ten miles to windward in a heavy sea.

The times of the yachts, as taken here unofficially, were:

Defender	11:38.5
Vigilant	12:49.10

The new yacht had shown great weatherly qualities and stood up stiffly to the brisk wind, excelling Vigilant in that respect, and footing faster and pointing higher than the cup defender of '93.

Defender had beaten her rival over five minutes on the windward leg, and as she started for the finish with her big spinnaker to starboard drawing well in the brisk wind, she made another big gain while Vigilant was beating up to the mark.

As Vigilant straightened out on the homestretch she let go her spinnaker also to starboard, and then immediately afterwards broke out her balloon jibtopail to port.

Fairly flew down wind.

Defender followed suit, and at 1 o'clock both the big sloops were coming up the course with every stitch of canvas set, flying before the wind like two monstrous white gulls.

Defender looked to have a lead of more than a mile over Vigilant when they got straightened out, and under their big sails, but as they were coming almost directly in towards the Highlands it was difficult to see how much she had gained after the turn, or whether Vigilant was footing any better in the run than the wind.

Valkyrie had been losing in the neighborhood of the Sandy Hook Lightship, and as Defender led the way, the English sloop hauled her sheets and stood away to leeward to meet the racers as they came in. She was not more than three miles away from them at 1:10.

Defender was then well on the way towards the finish line and seemed to be coming up like a racehorse.

At 1:15 the big sails on both the racing sloops were drawing splendidly, and Defender's spinnaker especially seemed to be doing great work, while her balloon jibtopail seemed to be filled.

There were some who thought that Vigilant was crawling up on Defender, but it was easy to see that she was still trailing far in the rear. Her big clubtopail ought to have helped her in the run, in, and if anything, given her an extra mile or so.

At 1:20 Valkyrie, standing on the starboard tack, seemed to be nearly abreast of Defender and about a mile and a half to the north. The racers were making a very fast run in and it could not be seen that Defender had lost anything, although it was evident that Vigilant was keeping well up.

Overtook Valkyrie Waiting.

At 1:25 the course on which the English yacht was standing brought her nearer and nearer to the racers as they came up the homestretch. She was then scarcely half a mile distant from Defender, and further inshore, and it seemed as if she intended to cross the racers' bow.

At 1:30 Defender was about three miles from the Sandy Hook Lightship. Vigilant looked to be about a mile astern.

Defender Overhauled Valkyrie.

Valkyrie had apparently crossed the course at that time and was to the southward of the path of the racers. At 1:35 she seemed to be coming up making any alterations in her canvas was begun to run in before the wind. She was not doing anything remarkable. Defender was rapidly overhauling her.

At 1:40 Defender was directly opposite Highlands. Her white hull was then clearly visible, while it was difficult to make out anything below the line of Vigilant's big foresails.

The latter seemed to be holding her own, however, and if Defender had gained anything on the race back the relative position of the two yachts did not show it.

At 1:45 Defender was a little more than a mile from the judges' boat. Vigilant apparently holding the same position had started in. Defender's balloon jibtopail seemed to be on the point of collapsing several times as she neared the finish, but a puff of wind would fill it up again. Vigilant's balloon jib was somewhat shaky, too, at times.

Valkyrie hauled her wind at 1:42 and stood up towards the course to get nearer to the racers.

No Signals for Second Round.

The Luckenbach had reached the Lightship and was settling into position to form the finish line. She showed no signals.

Valkyrie was making rapid tracks for the finish at 1:50, and it was then seen that she was much further in shore than the racers.

Wind Losing Its Force.

The wind seemed to be going down. As Defender approached the line the back of her mainsail hung slack, while her balloon jib did not hold the rounded form it had kept during the run down wind.

At 1:55 Valkyrie was off the Lightship and Defender about half a mile away. The judges' boat had established the line, but no signal ordering the yachts to sail a second time around has been displayed.

At 1:57 Luckenbach hoisted a red flag with white circle in centre. Defender

was one-eighth of a mile from line, coming in slowly.

At 2:04 Vigilant took in her spinnaker as she approached the line.

HARD BEAT TO WINDWARD.

Defender Gained Steadily in the Heavy Wind and Sea.

(Special to The Evening World.)

HIGHLANDS OF NAVESINK, Aug. 30.—Defender started ahead in the third Cup trial race. The official times of the line were:

Defender	11:38.5
Vigilant	12:49.10

The course is to windward ten miles and return, S. 8. E.

The start was a magnificent one, the two yachts being so close together as they crossed the line that there seemed to be scarcely a boat's length between them.

Defender had a slight advantage to windward, but Vigilant followed so close in her wake that the two big, upright masses of canvas seemed within a few feet of each other.

Defender Drawing Away.

At 11:37 Defender went about on the port tack forcing Vigilant to tack. The yachts then presented a broadside to the shore observers. Defender had gained a little to windward and was drawing steadily away from Vigilant. When they first went about their bowsprits were even.

At 11:32 Defender's main boom was clear, and she continued to draw away. Vigilant had run up a baby jibtopail when she went about, but it did not seem to help her. Valkyrie had a 4 under way in the Horseshoe while the yachts were starting, and at 11:25 was well around the Hook and making towards the east on the starboard tack, with her mainsail, gaff-topail, jib and stayail set.

As soon as the yachts had settled down well on the port tack, Defender began to draw away rapidly from Vigilant, and at 11:25 she was fully three hundred yards in the lead and eating away continuously into the wind.

Outfitted the Steam Craft.

The tug and steamers had hard work keeping up with the racers and struggled out behind them in a long procession. At 11:31 Vigilant went about on the starboard tack and a minute later Defender followed.

Defender was then seen to have a windward berth of nearly two cable lengths on Vigilant in addition to the lead which she had gained. She was outstripping the defender in every point and behaved remarkably steady in the freshening wind. A long wake followed Vigilant, but nothing of the sort was seen in the case of the Defender.

She stood up like a sentinel and was working several points closer to the windward.

With such a spectacle to view little attention was paid to the fact that the Defender was still moving eastward away to the north of the Lightship and keeping the racers in sight.

Valkyrie Heeled to the Breeze.

She did not seem to be making a very fast run, and as Defender led the way, and seemed to be getting away from her, she careened away over to leeward and seemed to stir up a big commotion in the water as she ploughed through the rising waves.

At 11:40 Defender was still on the starboard tack, but Defender was clearly increasing her lead, as well as her distance to windward. Two tugs were following close behind Vigilant, but nothing could touch Defender.

The wind at 11:43 at Highlands had shifted to east-southwest and was registering fifteen miles an hour. The racers were getting more of it.

Valkyrie Slow by Comparison.

If Valkyrie's little spurt yesterday was a surprise to observers her slowness to-day was equally noteworthy. She didn't seem to try to get ahead at all, and at 11:50 was still hovering about two or three miles north of the Lightship.

Most of the time had been spent in bluffing, but Capt. Cranfield didn't change any of her sails. She was in a position where she could keep the racers under her lee, without attempting to follow them, and it was apparently all that her owner seemed to want to do.

Defender went about at 12:05 and started on port tack, heading south-west.

At noon Defender and Vigilant had got so far away on the long starboard tack that their sails looked like two white lines on the horizon. They were both leaning over considerably and east-southwest. But Defender was still the straighter of the two.

She was standing up admirably and her windward berth was widening all the time.

At 12:05 Defender was about four miles behind and further to the north. She was pointing towards Rockaway Beach. Vigilant still had her baby jibtopail set, while Defender's headsails were the same as at the start. At 12:15 the yachts were covered five miles of the course to windward. It was actually timing the racers as they passed, given line of vision, it was found that Defender was leading by about three minutes and forty seconds in the foot-candle counting her advantage to windward.

At 12:20 the stakeboat had taken its position at a place which looked to be south-southwest of the Scotland Light, although the course had been signalled east-southwest. The yachts were then heeled about south-southwest, but it was not thought that they could possibly make the turn on the tack on which they were then standing.

Vigilant Takes in the "Kite."

Vigilant's baby jibtopail came down at 12:25.

She seemed to be falling still further behind and experts confidently claimed that Defender was a full mile in advance.

Defender went about on starboard tack at 12:30, heading eastward. Vigilant still holding to port.

At 12:35 Defender tacked again to port, and this brought the yachts nearer together in prospect, though it greatly increased her showing of windward work. Defender was then nearing the stakeboat.

At 12:40 both yachts were on the same tack. Defender made to windward, and apparently within a short distance of the mark.

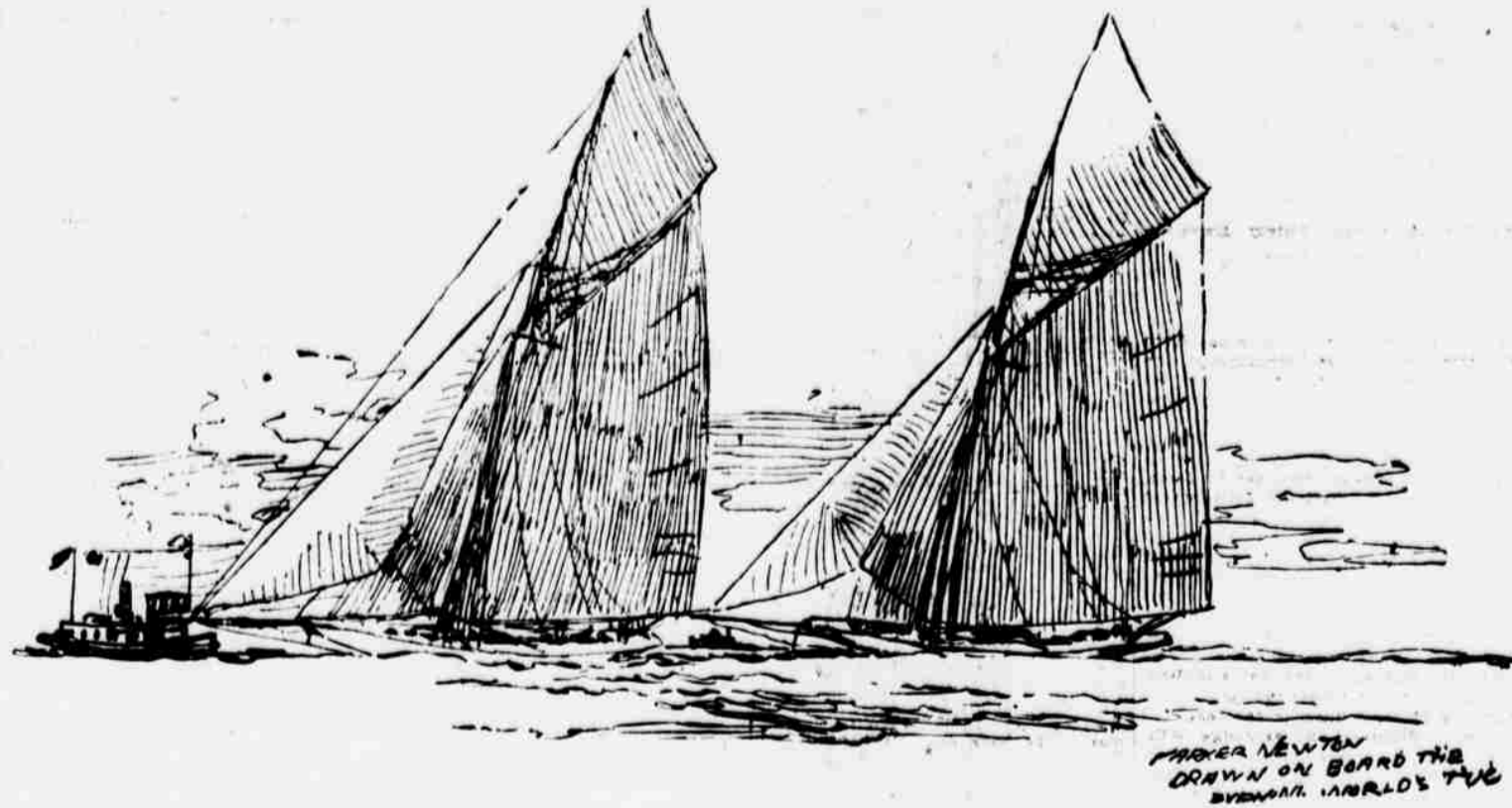
At 12:45 Defender went about on starboard tack. It was thought at first that she was rounding the outer mark, but this was an error.

At 12:50 Vigilant went about and followed Defender on the starboard.

At 12:55 Defender rounded the stake-

JOCKEYING FOR POSITION AT THE START.

(From a Sketch Made on Board "The Evening World" Tug, Despatched by Carrier Pigeon.)



boat on the port tack and started on the homestretch.

At 12:52 Vigilant pitched about on the starboard tack, heading for the mark. Defender broke out her spinnaker at 12:53.

At 12:54 Vigilant turned stakeboat.

At 12:55 Vigilant turned stakeboat.

At 12:56 Vigilant turned stakeboat.

At 12:57 Vigilant turned stakeboat.

At 12:58 Vigilant turned stakeboat.

At 12:59 Vigilant turned stakeboat.

At 1:00 Vigilant turned stakeboat.

At 1:01 Vigilant turned stakeboat.

At 1:02 Vigilant turned stakeboat.

At 1:03 Vigilant turned stakeboat.

At 1:04 Vigilant turned stakeboat.

At 1:05 Vigilant turned stakeboat.

At 1:06 Vigilant turned stakeboat.

At 1:07 Vigilant turned stakeboat.

At 1:08 Vigilant turned stakeboat.

At 1:09 Vigilant turned stakeboat.

At 1:10 Vigilant turned stakeboat.

At 1:11 Vigilant turned stakeboat.

At 1:12 Vigilant turned stakeboat.

At 1:13 Vigilant turned stakeboat.

At 1:14 Vigilant turned stakeboat.

At 1:15 Vigilant turned stakeboat.

At 1:16 Vigilant turned stakeboat.

At 1:17 Vigilant turned stakeboat.

At 1:18 Vigilant turned stakeboat.

At 1:19 Vigilant turned stakeboat.

At 1:20 Vigilant turned stakeboat.

At 1:21 Vigilant turned stakeboat.

At 1:22 Vigilant turned stakeboat.

At 1:23 Vigilant turned stakeboat.

At 1:24 Vigilant turned stakeboat.

At 1:25 Vigilant turned stakeboat.

At 1:26 Vigilant turned stakeboat.

At 1:27 Vigilant turned stakeboat.

At 1:28 Vigilant turned stakeboat.

At 1:29 Vigilant turned stakeboat.

At 1:30 Vigilant turned stakeboat.

At 1:31 Vigilant turned stakeboat.

At 1:32 Vigilant turned stakeboat.

At 1:33 Vigilant turned stakeboat.

At 1:34 Vigilant turned stakeboat.

At 1:35 Vigilant turned stakeboat.

At 1:36 Vigilant turned stakeboat.

At 1:37 Vigilant turned stakeboat.

luffed up in the wind, hove round and taking the starboard tack, moved away under her own sail for the point. Vigilant, standing inshore, soon passed Defender, and at 9:25 the latter cast off her tow and broke out her jib.

She let out her main sheet and stood over towards the west shore. Then her jib came tumbling down, and a smaller one went climbing up.

Preparations were also made to set Defender's stayail, and five minutes later it was broken out. As the big yacht threaded her way among the swarm of little boats that studied the lower end of the bay, her immense white mainsail loomed up brilliantly as it caught the slanting rays of the sun, and Vigilant had rounded the Hook and was standing out to sea.

She had set her stayail.

Reports came from Sandy Hook about this time that the wind had fallen off somewhat and that the official race was given as nine miles an hour. At the Hook, however, there seemed to be no diminution in the strength of the breeze, and, if anything, the whitecaps outside were thickening.

Defender Sets a Club Topail.

At 9:40 Defender's small club topail went climbing up the topmast. It looked just like the one she used in yesterday's race. Evidently Capt. Haft was not afraid of the breeze, and had perfect confidence in Defender's new mast.

As soon as the topail was secured Defender gybed around and stood on the port tack, making down the bay. She held up stiffly in the good breeze and contrasted strikingly with Vigilant, which, in spite of her beam, was heeled away over to leeward as she rounded the point and shifted to port tack. Her gaff topail seemed to fit badly and was wrinkled at the tack and clew. Two schooners which had started out ahead of her were overhauled and passed in short order.

Defender's beautiful spread of canvas was shown up in great style when she went about on the starboard tack, just off the Southwest Spit, and started to round the point. Every sail was well filled and drawing to perfection, from her neat-looking club topail to her No. 1 jib. Not a wrinkle was to be seen in her big mainsail.

Vigilant Under Lower Sail Only.

At 10 o'clock Vigilant, which had come down the beach about two miles, pulled in her topail, and for some time she went along under the lower sails. She was throwing a lot of spray from her bows, and it was evident that there was a heavy sea on, although she had not yet reached the line of white caps out near the Scotland Hook.

At 10:05 Defender's topmast began creeping up behind the weather side of Vigilant's mainsail. This time it was the club, and it was quickly set. The Gould yacht at once showed the effect of this additional sail, and heeling over to leeward, and a club set up in its place.

The wind was blowing strongly from the southeast at 10 o'clock and seemed to be increasing. There was a good, stiff sea rolling in—just what yachtsmen wanted to convince them that Defender was a staunch vessel.

Defender Stiffer than Vigilant.

Defender had rounded the point at 10:05 and was in hot pursuit of Vigilant. She stood up straighter and did not seem to be making such a fuss in the sea.

Vigilant was scarcely a ripple at her bow. At 10:20 she went about and stood over towards the Long Island shore, making for the deeper water. There she went about again and continued on after Vigilant.

That there was a heavy swell rolling out to sea was evident in the way in which Vigilant rocked as she approached the Scotland Lightship at 10:25. Defender was heaving, too, and was beginning to throw a white mound of foam at her bow. The wind was freshening and the waves were tumbling on, quite as strong as in the early morning, was blowing at least fifteen miles an hour.

The judges' boat, Luckenbach, came around Sandy Hook Point at 10:30 and was falling down just astern of Defender. Half a dozen tugs had already gathered about the Lightship and a score or more of steam yachts and excursion boats were on their way down the lower bay.

Atlanta was still inside the Hook, anchored near Valkyrie.

It was evident that Lord Dunsen would take his yacht outside again to-day, for Valkyrie's jib and stayail were up in stops, her mainsail cover had been taken off and everything was in readiness for a flying start as soon as the word of command was given.

The tender, City of Bridgeport, was lying astern, with his Lordship and friends aboard, but they seemed to be in no hurry to get out to where the American racers were and where the wind would be the same for all.

Her sailing yesterday offered no opportunity for a comparison with Defender, because she had the wind when the latter was becalmed, and those who saw her overhauling the Herreshoff boat had no reason to be dismayed. When she struck the doldrums she was as badly off as the Yankees.

Vigilant reached the Lightship at 10:30, and luffing lay to in the wind just

south of the mark for several minutes and then started eastward.

Ten Miles to Windward and Return.

At 10:40 the Luckenbach, long before she had reached the Scotland, signalled that the start would be from the black-hulled Scotland Lightship, the same as yesterday, and five minutes afterwards white burgee and red ball went up, showing that the course would be ten miles to windward and return.

This would make the course lay towards the Long Island shore for the first leg to windward, and a run home.

The wind at 10:45 was blowing between fifteen and eighteen miles an hour at the Highlands, and the weather vane showed that it was dead northeast.

At 10:50 Valkyrie began to show the first signs of life, and her big mainsail went slowly up. She was about to start for the open.

Vigilant, after standing out for a couple of miles to the eastward, eased around and came flying back to the line. The wind was blowing strongly from the start, where Defender was already manoeuvring near the line. The two yachts crossed each other's bows several times, and then Defender luffed up near the Luckenbach, which had taken up a position to the south of the Lightship. The line seemed to lie almost north and south.

Course East-Southwest.

The wind had been shifting a little to the south, and the judges' boat signalled at 10:55 that the course would be east-southwest.

At 11:05 the preparatory signal, the blue peter, was hoisted on the judges' boat. Several tugs got between the Luckenbach and the yachts, making it difficult to see the signals.

Splitting Tacks for Position.

Defender, on the port tack, passed behind the stern of Vigilant near the line. She was splitting tacks in getting positions for the start. At 11:15 both racers were standing inshore on the port tack, but keeping near the line. Vigilant went about and Defender kept right on.

The two yachts crossed each other's bows several times, and then Defender luffed up near the Luckenbach, which had taken up a position to the south of the Lightship. The line seemed to lie almost north and south.

Course East-Southwest.

The wind had been shifting a little to the south, and the judges' boat signalled at 10:55 that the course would be east-southwest.

At 11:05 the preparatory signal, the blue peter, was hoisted on the judges' boat. Several tugs got between the Luckenbach and the yachts, making it difficult to see the signals.

Splitting Tacks for Position.

Defender, on the port tack, passed behind the stern of Vigilant near the line. She was splitting tacks in getting positions for the start. At 11:15 both racers were standing inshore on the port tack, but keeping near the line. Vigilant went about and Defender kept right on.

The two yachts crossed each other's bows several times, and then Defender luffed up near the Luckenbach, which had taken up a position to the south of the Lightship. The line seemed to lie almost north and south.

Course East-Southwest.

The wind had been shifting a little to the south, and the judges' boat signalled at 10:55 that the course would be east-southwest.

At 11:05 the preparatory signal, the blue peter, was hoisted on the judges' boat. Several tugs got between the Luckenbach and the yachts, making it difficult to see the signals.

Splitting Tacks for Position.

Defender, on the port tack, passed behind the stern of Vigilant near the line. She was splitting tacks in getting positions for the start. At 11:15 both racers were standing inshore on the port tack, but keeping near the line. Vigilant went about and Defender kept right on.

The two yachts crossed each other's bows several times, and then Defender luffed up near the Luckenbach, which had taken up a position to the south of the Lightship. The line seemed to lie almost north and south.

Course East-Southwest.

The wind had been shifting a little to the south, and the judges' boat signalled at 10:55 that the course would be east-southwest.

At 11:05 the preparatory signal, the blue peter, was hoisted on the judges' boat. Several tugs got between the Luckenbach and the yachts, making it difficult to see the signals.

Splitting Tacks for Position.

Defender, on the port tack, passed behind the stern of Vigilant near the line. She was splitting tacks in getting positions for the start. At 11:15 both racers were standing inshore on the port tack, but keeping near the line. Vigilant went about and Defender kept right on.

The two yachts crossed each other's bows several times, and then Defender luffed up near the Luckenbach, which had taken up a position to the south of the Lightship. The line seemed to lie almost north and south.

Course East-Southwest.

The wind had been shifting a little to the south, and the judges' boat signalled at 10:55 that the course would be east-southwest.

At 11:05 the preparatory signal, the blue peter, was hoisted on the judges' boat. Several tugs got between the Luckenbach and the yachts, making it difficult to see the signals.